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Two TU-95 Bear "D" reconnaissance aircraft (tail numbers 12 and 33) deployed to Conakry 31 January 77. Thus far they have conducted 3 reconnaissance flights on, 2, 5 and 9 February. Each flight overflew or reconnoitered US or NATO naval forces.

--2 Feb. Overflight of units of Standing Naval Force

Atlantic, 350 miles west of Gibraltar;

--5 Feb overflight USS Kennedy in the Gulf of Cadiz

--9 Feb Reconnoitered USS Ingram and USS Trippe off

the West Coast of Africa.

27-29 JANUARY

On 9 Feb the two TU-95s which passed through Conakry enroute Lunda (tail numbers 18 and 26) also conducted a Reconnaissance and Navigational training flight over the south Atlantic. There was no observable coordination between the two groups during the 9 Feb operation.

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Remarks:

Approved For Release 2004/12/20 : CIA-RDP79R00603A002400170003-8  
Ambassador Brown furnished information to furnish  
Toure with a summary of missions conducted by TU 95 aircraft  
from Conakry during the 18th deployment. In his message he  
states: "I particularly wish to provide as much detail as  
possible about surveillance of NATO exercises off Straits of  
Gibraltar including-buzzing off John F. Kennedy and surveillance  
of US destroyer on mission over Peter and Paul Rocks."

Would appreciate it if you would let us know how much of  
attached summary of deployment could be passed on to

Runway length would presumably be of immediate concern to the Soviets in their consideration of alternative deployment sites. Runway lengths <sup>required</sup> for any aircraft vary widely with the conditions of the aircraft, its loading, the weather conditions and the presence of obstacles at the end of the runway. For instance, a Bear could make an emergency landing on a runway as short as 4,000 feet. Under ideal conditions it could take off fully loaded in 5,600 feet. However, as distance above sea level increases, or the air density changes due to weather, or the obstacles near the end of the runway increase in height, a need for a runway length of 8,600 - 9,000 feet quickly develops. Thus, in selecting a field from which to conduct regular <sup>peacetime</sup> operations, 10,000 feet appears to be the minimum prudent length which the Soviets would seek. <sup>and now use</sup> During war or crisis, runways of minimal length would be acceptable.

Based on past TU-95 operations, the support requirements for TU-95 aircraft on a deployment of two to three weeks appear modest. Most 10,000-foot runway airfields with reasonably complete support facilities for aircraft in general can accommodate TU-95 operations with only minimal supplementary personnel and material needed. The pattern has been for two AN-12 medium transports to precede each pair of TU-95s to their deployment sites. These aircraft bring the extra personnel, spares, ground support equipment and parts-peculiar

necessary for the typical out of area deployment of TU-95s.  
The only exception being Cuba, where TU-114s deliver the support material and personnel. The use of TU-114s <sup>is dictated by</sup> ~~(reflect)~~ the long distance to Cuba rather than differing support requirements.

INSERT PAGE 11 Delete first sentence para 4 and substitute:

A Soviet offer of significantly increased military or economic assistance to debt ridden Mali, in return for Bear D staging rights, would probably be tempting. However, Mali does not share Guinea's acute suspicion of its neighbors, probably feels no need for a <sup>PROTECTIVE</sup> Soviet military presence, as does Toure, and would think twice about the impact of such an agreement with the Soviets on the US, a major aid donor to Mali.

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